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VALUABLE LESSONS.

War Puts to a Thorough Test the
Modern Steam Vessels.

Engineer-in-Chief Melville, in his
Annual Report, Sets Forth the
Points Wherein Changes
Are Needed.

The war which has just ended was
the first in which modern steam ves-
sels have had a thorough trial. So
says Engineer-in-Chief Melville, in his
annual report, and then he proceeds
to note the important lessons, so far
as they respect the machinery of the
vessels, which have been taught by that
experience, as follows:

1. The vital necessity of giving the ma-
chinery of vessels in reserve frequent
tests under working conditions.
2. The great importance of having all our
naval stations in positions of strategic val-
ue properly fitted out for repairs and with
adequate supplies of non-perishable stores.
3. That fresh water for the boilers is al-
most an indispensable need, and that a dis-
tilling ship is an important adjunct of a
fleet.

4. That every fleet needs a repair ship.
5. The great tactical advantages of wa-
ter-tube boilers.
6. That if more than two main engines
are to be fitted, there should be three en-
gine cylinders three screws, and not two
main engines on each shaft.

7. That there should be frequent trials
under forced draft to keep the boilers in
good condition, and to make the men thor-
oughly familiar with working under maxi-
mum conditions.

8. That the location of the forced draft
blowers is a matter of various importance.
9. That the personnel of the service
should be adequate to the material.

10. We must make provision for training
the enlisted men of the engineer de-
partment.

11. That our fighting ships must have
the highest possible speed.

With pardonable pride the report
dwells upon the tremendous amount of
work accomplished by the bureau in
preparing the fleet for war, involving
the placing of new boilers in the old
monitors, the fitting out of ships in
ordinary for and the equipment of
the auxiliary navy, nearly 110 ves-
sels added to the regular force. Stress
is laid upon the importance of having
the least accessible station in the
navy, that at Key West, amply stocked
with stores and tools for emergency
work, and with this end the chief en-
gineer submits estimates for a com-
plete equipment of the station.

The record made by the repair ship
Valerian, it is said, will convince the
most skeptical that this floating ship
was of unestimable value off Santiago,
and there is not a more important fea-
ture to-day than the maintenance of
such a ship well stocked with every
large fleet. Therefore, an appropriation
is asked for the procurement of
another such ship, and also for the
equipment of another distilling ship
such as the Iris.

Great stress is laid upon the impor-
tance of water tube boilers, and it is
said that it would now be hard to find
any design for the machinery of new
vessels which do not include water
tube boilers, owing to the demand for
small weight and high speed. It is
said that the bureau had prepared
plans for such boilers for the battle-
ships last contracted for, but was pre-
vented from installing them because
of the department's decision that the
ships should be identically of the Ala-
bama class. The individual plans,
however, which were finally accepted,
will result in the use of the water-tube
boilers for these ships.

GUNS TO GUARD MONTREAL.

Imperial Commission Plans New Ar-
tillery Defenses for the Do-
minion City.

The imperial commission appointed
to inquire into and to report on a
general scheme for the perfecting of
the defenses of Canada, and which
sat in Quebec at the time of the open-
ing of the Quebec conference, has
been quietly at work for some days
looking into the defenses of Montreal.
It is stated that the plan favored by
the commissioners for the defense of
Montreal embraces extremely long-
range batteries on the mountain, and
extensive works to protect the city
from attack. They also suggest pow-
erful works at St. Lambert and Caugh-
nawaga, the south shore terminals of
the railway bridges, which would form
an interior defense to a long line of
detached forts and works covering the
strategical points of the frontier, the
Richelieu river, Lake St. Francis and
Lake Memphremagog.

WAVED OLD GLORY.

Unusual Incident During the Regi-
mental Sports of British Troops
at Halifax, N. S.

The regimental sports of the Royal
Canadian battalion of imperial troops
at Halifax, N. S., were marked by an
unusual incident. At the conclusion
of the sports 100 men, the pick of the
garrison, formed a pyramid by mount-
ing upon one another's shoulders, and
the man at the apex, a fine specimen of
the British soldier, stood waving in
one hand the union jack and in the
other the stars and stripes. This
tactic was cheered by the large num-
ber of spectators present. It was the
first time in the history of Halifax that
men of a British regiment had dis-
played the flag of another nation.

Philadelphia 1776.

Fourth of July Celebration!

A Century of Fun in a
Day at the

Christening of Carlsbad

Program:

Speaking by Judge Freeman and A.
N. Pratt
Cowboy Tournament, Ring Riding,
etc., \$100 in prizes.
Base Ball, Carlsbad vs. Midland.
Horse Race, Carlsbad vs. Roswell.
Horse Race, \$75 in prizes.
Pony Race, \$50 in prizes.
Foot Races.
Bicycle Races, \$25 in prizes.
Trick Riding.
Sports for small boys.
Big Barbecue at noon.
Grand display of fireworks and im-
mense pavilion dance at night.

Citizens of Roswell, Midland, Odessa,
Pecos and many other towns are to be
in Carlsbad to celebrate the change of
name and give the town a hearty send
off in its Christening Celebration on the
Fourth of July. All who come will find
a hearty welcome.

The Races
Will be the
Best ever
Held in the
Valley.

Come Everybody!

Carlsbad 1899.

WHEN A WOMAN FEELS OLD.

It's When Her Growing Grandson
First Pays Her Fare on
the Cars.

Mrs. Jones and Mrs. Smith met on an
Illinois Central suburban train, home-
ward bound from a morning of shop-
ping. Mrs. Jones is 35 and a mother; Mrs.
Smith 65 and a grandmother, says
the Chicago Inter-Ocean.

"My dear Mrs. Smith," said Mrs.
Jones, "how well you are looking. I
declare, you are the youngest-looking
woman for your age I know. It seems
that you have taken off several years
every time I meet you. Have you dis-
covered the magic fountain?"

"My dear," replied Mrs. Smith, "you
mean well and I'm obliged to you, but
I feel an old, old woman to-day."

"Why do you emphasize to-day?"

"Well, it's this way: I started to
come down town this morning feeling as
gay as a girl of 20. At the station I
met my grandson. He's only 13, but
he's as big as some men. I suppose the
sight of him should have sobered me
and made me realize what a landmark
I am, but it didn't. And I kept on feel-
ing young and frisky until the con-
ductor came along."

"What on earth did the conductor
have to do with it?"

"Why, that boy pulled out his com-
mutation ticket, handed it to the con-
ductor, and said, as a matter of course:
"Two." Goodness knows I felt old
enough when my eldest son paid my
fare for the first time, but when a
woman gets so aged that her grandson
pays her fare she's ancient, sure
enough."

BANKS HAVE USE FOR MONEY.

Way in Which Big Financial Institu-
tions Manage to Pay Dividends
to Shareholders.

Many people wonder how banks use
all the money deposited in them and
how they manage to pay interest there-
on and yet come out at the end of the
year with a big profit on the business,
says the New York Telegram.

What they do is trade with the money.
To the depositor they pay between one
and two per cent, but the money they
lend brings them in three, five, six,
seven, and even eight per cent.

For instance, they give loans on all
sorts of securities, such as railway de-
bentures, government stock, public
company shares, dock warrants, bills
of lading, etc.

They also lend money on the se-
curity of houses and land, but not to
a great extent, as repayments are
slow.

When a couple of substantial business
men or farmers or professional men
back a bill the bank often lends without
any security at all; but now and again
they have heavy and ruinous losses on
these loans.

All banks, however, have large sums
of money constantly lying idle, for they
must keep sufficient cash at the various
branches to pay checks, and even to be
more or less prepared for panics. Still,
the difference between the one or two
per cent. they pay and the three or
eight they receive on millions of dol-
lars leaves them an immense profit on
the year's business.

THE CUBAN GOLD MYTH.

There is Nothing on the Island
Which May Be Ignited by
the Name Mine.

If we listen to the voice of the charm-
er or go to the books on Cuba for our
information we shall find that the min-
eral resources of this island include
gold, silver, mercury, lead, antimony,
copper, chrome, iron, manganese, pitch,
bitumen and even coal; but when we
come to look for practical metallic re-
sults commensurate with these varied
mineral resources we shall be disap-
pointed, says the Engineering Maga-
zine.

The gold fiction is the most time hon-
ored, for the original Spanish settlers
expected to find rich gold mines in
Cuba. According to their historian
much gold was taken from this island
at the beginning of the conquest, but
it seems probable that most of this was
taken from the chiefs or caciques of the
Indians and very little from the ground.
El Viagero Universal, Madrid, 1797,
says: "Some of this metal (gold) is
still found at Holguin." Whenever the
existence of gold in Cuba is discussed
this "mine" at Holguin is invariably
brought forward. It is true that some
work has been done at this point and
a little gold has been extracted, but
there has never been any systematic ex-
ploration, and there is nothing there
which may be dignified with the name
of a mine.

Sheep-Shearing by Machinery.
The sheep-shearing experiment that
is being tried in Sycamore, Ill., is pro-
ving successful, says the St. Louis
Globe-Democrat. A gasoline engine o-
four horse-power runs ten clippers
which shear on an average 1,000 sheep
a day. One of the advantages of the
experiment is that about half a pound
more wool is realized from each sheep.
The test will be given to 15,000 sheep.
The sheep are sheared, the wool tied
and packed in large sacks holding sev-
eral hundred pounds each and ready
for shipment at once. The success met
with in this experiment will revolu-
tionize the sheep-shearing business.

Pecos Valley & Northeastern Railway Co.

Central Time.

Northbound.	Pecos	Southbound.
Lv. 7:30 a. m.	Mailings	Ar. 1:30 p. m.
8:00	Carlsbad	7:00
8:30	Edinburg	7:30
9:00	McMillan	8:00
9:30	Hagerman	8:30
10:00	Roswell	9:00
10:30	Fort Stockton	9:30
11:00	Del Rio	10:00
11:30	San Antonio	10:30
12:00	San Antonio	11:00

Train No. 1 leaves Pecos, Texas, daily at
1:30 a. m., arrives Eddy 7:30 a. m., Roswell
11:55 a. m., Amarillo 5:30 p. m., connecting
with A. T. & P. and F. W. & D. C. Ry.

Train No. 2 leaves Amarillo daily at 1:30 a.
m., arrives Roswell 2:30 p. m., Eddy 6:25 p.
m., Pecos 10:30 p. m., connecting with
Texas & Pacific Ry.

Stages for Lincoln, White Oaks and Nogal
N. M., leave Roswell daily except Sunday
at 1:00 a. m.

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the resources of this valley, price of lands,
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Leaves El Paso 10:30 a. m.

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stage line for the

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and Salado coal fields.

Also connecting with Tularosa stage
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arrival of train each day. Leaves
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bound train.

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